



CITY OF HUNTINGTON BEACH  
PLANNING COMMISSION STUDY SESSION

ENVIRONMENTAL IMPACT REPORT (EIR) NO. 13-001  
(BROOKHURST AND ADAMS STREET IMPROVEMENTS)  
OCTOBER 22, 2013

**SUMMARY**

- **Location:** Intersection of Brookhurst Street and Adams Avenue. Improvements would extend along Brookhurst Street, up to approximately 1,000 feet north of Adams Avenue and 800 feet south of Adams Avenue, and along Adams Avenue up to approximately 1,300 feet west of Brookhurst Street and 1,200 feet east of Brookhurst Street.
- **Proposed Project:** EIR No. 13-001 is a request to analyze the potential environmental impacts associated with a proposal by the City to widen the Brookhurst Street/Adams Avenue intersection in all directions. The proposed project would add travel lanes on both roadways. The following new travel lanes are proposed: two additional northbound right-turn lanes (Brookhurst Street); one additional southbound right-turn lane (Brookhurst Street); one additional eastbound through lane (Adams Avenue); and one additional westbound through lane (Adams Avenue).

The proposed intersection widening would require right-of-way (ROW) acquisition on all four legs of the intersection on both sides of each street. The proposed project would require approximately 31,230 square feet of ROW acquisition, predominantly from commercial properties but with one partial residential land acquisition (approximately 143 square feet). The EIR analyzes the proposed street improvement and intersection project occurring in a single phase, with construction activity taking place on all four quadrants of the intersection concurrently.

An initial catalyst for the project was the requirements of a Memorandum of Understanding (MOU), signed in 2006, between the Cities of Costa Mesa, Fountain Valley, and Huntington Beach and the Orange County Transportation Authority. The MOU establishes a multi-jurisdictional approach to alleviating traffic congestion along the Garfield Avenue and Gisler Avenue corridors and identifies numerous improvements within the area to be implemented by the MOU cities in lieu of constructing the Garfield-Gisler Bridge Crossing. As specified in the MOU, the widening of the Brookhurst Street and Adams Avenue intersection is one of the improvements. In addition, the project improvements are required to improve intersection level of service per the analysis in the recently updated General Plan Circulation Element.

- **Scope of EIR Analysis:** The following determinations were made for the issue areas listed:

Less than significant or no impacts and no further analysis required in EIR: Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems

Analyzed in EIR with less than significant or no impacts: Aesthetics, Greenhouse Gas Emissions

Analyzed in EIR with less than significant impacts with mitigation incorporated: Air Quality, Hazards and Hazardous Materials, Noise, Traffic and Circulation

Analyzed in EIR with significant and unavoidable impacts: Land Use and Planning – for one parcel due to loss of parking.

- **Alternatives:** The following alternatives were analyzed in the EIR:

Alternative 1: No Project – This alternative assumes no street widening would occur.

Alternative 2: Reduced Right-of-Way – This alternative assumes reduced ROW on both sides of Adams Avenue east of Brookhurst. On the north side of Adams, the westbound right-turn pocket would be reduced from approximately 400 feet to 210 feet. This alternative negates the need to acquire and demolish the “Comerica Building.” On the south side of Adams, the width of the sidewalk along the side of the residential property at the southwest corner of Adams and Lawson Lane would be reduced from the existing 7.2 feet to 5.7 feet so that no acquisition of the residential property would be required and the block wall would not be demolished and reconstructed.

Environmentally Superior Alternative – The EIR concludes that Alternative 2 is the environmentally superior alternative because it would accomplish the project objectives and reduces impacts.

- **EIR Public Participation**

1. 30-day EIR Notice of Preparation (NOP) public review period and scoping meeting – 23 letters were received in response to the NOP.
2. 45-day Draft EIR public review period and a public comment meeting – 13 letters and verbal comments were received, and Response to Comments is being prepared.
3. Planning Commission Public Hearing tentatively scheduled for November 12, 2013.

- **Attachment:**

1. Executive Summary of Draft EIR No. 13-001
2. Draft EIR No. 13-001 (Not attached but available at  
<http://www.surfcity-hb.org/Government/Departments/Planning/Environmentalreports.cfm>)



## 2.0 EXECUTIVE SUMMARY

### 2.1 PROJECT LOCATION

The proposed project site is located in the southeastern portion of the City of Huntington Beach (City), at the intersection of Brookhurst Street and Adams Avenue. The City is a coastal city along the Pacific Ocean in northwestern Orange County. It is surrounded by Westminster to the north, Fountain Valley to the northeast, Costa Mesa and Newport Beach to the east, and Seal Beach to the west. Los Angeles is located approximately 35 miles to the northwest while San Diego is 95 miles to the southeast.

Regional access to the site is provided via Interstate 405 (I-405) Freeway to the north, as well as Brookhurst Street and Adams Avenue. Proposed improvements at the intersection would extend along Brookhurst Street, up to approximately 1,000 feet north of Adams Avenue and 800 feet south of Adams Avenue, and along Adams Avenue up to approximately 1,300 feet west of Brookhurst Street and 1,200 feet east of Brookhurst Street.

### 2.2 PROJECT SUMMARY

In order to provide a long-term benefit in regards to traffic and circulation at the intersection, the City proposes to widen the Brookhurst Street/Adams Avenue intersection in all directions. As further discussed in Section 5.2, Traffic and Circulation, the Brookhurst Street/Adams Avenue intersection is forecast to operate at a deficient Level of Service (LOS F) during both the AM and PM peak hours according to City of Huntington Beach performance criteria. However, with the proposed project intersection improvements, the Brookhurst Street/Adams Avenue intersection is forecast to operate at an acceptable LOS (LOS D or better) according to City of Huntington Beach performance criteria. As such, the project is anticipated to result in a beneficial impact in regards to traffic and circulation in the area.

The proposed project would add 10-foot travel lanes on both roadways. The following new travel lanes are proposed:

- Two northbound right-turn lanes (Brookhurst Street);
- One southbound right-turn lane (Brookhurst Street);
- One eastbound through lane (Adams Avenue); and
- One westbound through lane (Adams Avenue).

The proposed intersection widening would have right-of-way (ROW) impacts on all four legs of the intersection on both sides of each street. As shown in Table 2-1, Right-of-Way Acquisition, the proposed project would require approximately 31,230 square feet of ROW acquisition, predominantly from commercial properties but with one partial residential land acquisition (approximately 143 square feet). The limits of construction on Brookhurst Street will be approximately 1,000 feet north of Adams Avenue and 800 feet to the south. The limits of construction along Adams Avenue will be approximately 1,300 feet to the west of Brookhurst Street and 1,200 feet to the east. As engineering has not been completed, all ROW amounts and construction limits are estimates which are subject to refinement during the final engineering process.



**Table 2-1**  
**Right-of-Way Acquisition**

Land Use	Assessor Parcel Number	Existing Lot Area (square feet)	ROW Acquisition (square feet)	Proposed Lot Area (square feet)	Landscaping Removed (square feet)	Parking Spaces Removed
<b>Northeast Quadrant</b>						
Retail/Commercial Center	155-051-13	16,525	1,350	15,175	1,318	0
	155-051-11	22,357	2,521	19,836	1,677	0
	155-051-07	98,955	2,245	96,710	788	0
	155-051-12	16,873	432	16,441	373	0
<b>Northwest Quadrant</b>						
Retail/Commercial Center	153-171-01	425,905	4,644	421,261	2,215	31
	153-171-02	22,329	1,212	21,117	1,230	1
<b>Southeast Quadrant</b>						
Retail/Commercial Center	155-181-04	67,941	6,223	61,718	1,156	39
	155-181-28	570,860	9,828	561,032	5,927	23
Residential	155-162-01	8,207	143	7,127	60	0
<b>Southwest Quadrant</b>						
Retail/Commercial Center	151-461-28	509,292	1,307	507,985	1,767	18
	151-461-30	24,972	1,325	23,665	455	0
<b>TOTAL</b>		<b>1,784,216</b>	<b>31,230</b>	<b>1,752,986</b>	<b>16,956</b>	<b>112</b>

One bus turnout would be added to an existing bus stop and the existing shelter replaced on Brookhurst Street for northbound buses north of Adams Avenue. Upon completion of improvements, the project would accomplish the City's long-range objective of maintaining LOS D at the intersection under forecast year 2030 conditions (refer to Section 5.2, Traffic and Circulation).

## 2.3 PROJECT OBJECTIVES

Pursuant to Section 15124 (b) of the CEQA Guidelines, the EIR project description must include a statement of objectives sought by the proposed project. These objectives assist the Lead Agency in developing a reasonable range of alternatives to evaluate in the EIR, and aid decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should provide the underlying purpose of the project. The objectives of the proposed project are to:

1. Provide traffic improvements at the Brookhurst Street/Adams Avenue intersection consistent with the City's *Circulation Element* to alleviate the deficient forecast year 2030 without project condition (Level of Service [LOS] F) to an acceptable LOS (LOS D) under the forecast year 2030 with project condition.
2. Carry forward the City of Huntington Beach's responsibilities for the Brookhurst Street/Adams Avenue intersection under the *MOU C-6-0834 Among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield-Gisler Bridge Crossing over the Santa Ana River*.



3. Carry out proposed improvements that incorporate a design and construction methodology that minimize impacts to surrounding residents and businesses.
4. Alleviate existing and forecast traffic congestion at the Brookhurst Street/Adams Avenue intersection and improve mobility for travelers within the City and surrounding areas.

## **2.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY**

The following is a brief summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0, Environmental Analysis, of this EIR. Refer to the appropriate EIR Section for additional information.



Brookhurst Street/Adams Avenue  
Intersection Improvements Project EIR

<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
<b>Section 5.1 LAND USE AND RELEVANT PLANNING</b> <b>City Of Huntington Beach General Plan</b>  <i>The proposed project would not conflict with the Huntington Beach General Plan policies or regulations.</i>	Refer to Mitigation Measures LU-1 through LU-5, below.	A less than significant impact would result with regard to a conflict with the Huntington Beach General Plan policies and regulations.
<b>City of Huntington Beach Zoning Code, Visual Character, and Parking</b>  <i>The proposed project would not conflict with the Huntington Beach zoning code or substantially degrade the visual character of the project area. However, the project would result in significant impacts related to parking capacity.</i>	<p>LU-1  Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the Stater Brothers property in an effort to reconstruct as many landscape planters along Brookhurst Street and Adams Avenue as possible or feasible (as determined by the City of Huntington Beach Planning and Building Director, in consultation with the property owner).</p> <p>LU-2  Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the US Bank property in an effort to eliminate or minimize incidences of non-compliance with the Zoning Code in regards to landscape planter width, percentage of on-site landscaping, and parking stalls. The following options may be considered by the City and the property owner:</p> <ul style="list-style-type: none"><li>• The City shall reconstruct as many landscape planters along Brookhurst Street and Adams Avenue as possible or feasible (as determined by the City of Huntington Beach Planning and Building Director, in consultation with the property owner). It is noted that a maximum nine-foot wide landscape planter could be accommodated along Adams Avenue; however, a Variance for one foot of landscaping would still be required;</li><li>• The City shall reduce the amount of building square footage (by potentially demolishing the former Goodyear building which may accommodate additional parking) in</li></ul>	A significant and unavoidable impact related to inadequate parking capacity would occur.



Brookhurst Street/Adams Avenue  
Intersection Improvements Project EIR

<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<ul style="list-style-type: none"><li>Pursue a reciprocal parking agreement that may be established between the Stater Brothers property and the US Bank property, which may support a parking Variance request.</li></ul>	
LU-3	<p>Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the Target property in an effort to eliminate or minimize incidences of non-compliance with the Zoning Code in regards to landscape planter width. The City may issue a Variance for the number of parking spaces provided and provide a 10-foot wide replacement landscape planter along Adams Avenue.</p>	
LU-4	<p>Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the Kohl's property in an effort to eliminate or minimize incidences of non-compliance with the Zoning Code in regards to landscape planter width and percentage of on-site landscaping. As determined by the Planning and Building Director and property owner, the City may remove surplus parking stalls in an effort to regain some of the landscaping area that would be removed by the project, thereby potentially eliminating the need for a Variance for landscape planter width and on-site landscaping (depending on the size of the planters).</p>	
LU-5	<p>Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the Ralph's property in an effort to eliminate or minimize incidences of non-compliance with the Zoning Code in regards to landscape planter width. The following options may be considered by the City and the property owner:</p> <ul style="list-style-type: none"><li>The City may construct a new landscape planter at the Building E location (assumed to be demolished as part of the project) with a minimum width of eight feet; and</li></ul>	

ATTACHMENT NO. 1-5



IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none"><li>• To avoid a Variance to the reduction in the required landscape planter width for areas between Building E and Starbucks, the City may remove 14 parking stalls in order to construct a 10-foot wide landscape planter to be compliant with the minimum Zoning Code requirements. However, the following shall be considered under this option:<ul style="list-style-type: none"><li>- Assuming Building E square footage is replaced somewhere on the Ralph's property site (e.g., as a second level, as there is no room to replace it in its entirety at grade level without impact parking), a Variance for 11 parking spaces would be required because the Ralph's property was approved with a surplus of three parking spaces;</li><li>- Under the scenario that Building E is demolished and not replaced, demand for parking would be reduced by 45.9 spaces. Thus, the net surplus after removal of 14 spaces is 31.9 spaces. This would allow the Ralph's property to re-tenant remaining square footage with uses that require more parking, such as restaurants; and</li><li>- Under the scenario that Building E is rebuilt in the same approximate location, replacement square footage of up to 6,380 retail square feet would be allowed with the remaining 31.9 parking space capacity. This building size would fit between the existing row of parking to the north and the new right-of-way and an eight-foot wide landscape planter.</li></ul></li></ul>	A less than significant cumulative impact would result with regard to cumulative land use and relevant planning impacts.
<b>CUMULATIVE IMPACTS</b> <p>The proposed project, combined with other related cumulative projects, would not conflict with applicable land use plans, policies, or regulations.</p>	No mitigation measures are required.	



Brookhurst Street/Adams Avenue  
Intersection Improvements Project EIR

<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
<b>Section 5.2 TRAFFIC AND CIRCULATION</b>		
<b>Forecast Existing Plus Project Conditions</b>	No mitigation measures are required.	A less than significant impact would result with regard to local roadways under the forecast existing plus project condition.
<b>Forecast Year 2030 With Project Conditions</b>	No mitigation measures are required.	A less than significant impact would result with regard to local roadways under the forecast year 2030 with project condition.
<b>Construction Traffic</b>	TR-1  <i>Traffic associated with construction of the project would not result in a significant impact to the surrounding circulation network upon implementation of identified mitigation.</i>	Prior to commencement of any construction activities, the City of Huntington Beach shall prepare a Traffic Management Plan (TMP) to address temporary safety and traffic concerns at and surrounding the Brookhurst Street/Adams Avenue intersection. At a minimum, the TMP shall include plans clearly denoting any proposed lane closures, proposed vehicle/bicyclist/pedestrian rerouting plans, and a traffic signage plan to ensure adequate circulation during the short-term construction process. The TMP shall be subject to review and approval by the City of Huntington Beach City Engineer. Road/lane closure notification shall be provided to the Huntington Beach Fire Department and Police Department.
<b>Property Access</b>	No mitigation measures are required.	A less than significant impact would result with regard to property access.
<b>Hazardous Design Features and Emergency Access</b>	Refer to Mitigation Measure TR-1.	A less than significant impact would result with regard to the hazardous design features and emergency access.

ATTACHMENT NO. 1.7



IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
<b>CUMULATIVE IMPACTS</b>  <i>The proposed project along with other related cumulative projects would not result in cumulatively considerable impacts related to traffic and circulation.</i>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to project-related traffic.
<b>Section 5.3 AIR QUALITY</b> <b>Short-Term (Construction) Emissions</b>  <i>Short-term construction activities associated with the proposed project would not result in significant air pollutant emission impacts upon implementation of identified mitigation.</i>	AQ-1  Prior to issuance of any Grading Permit, the City Engineer shall confirm that the Grading Plan and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:	<p>A less than significant impact would result with regard short-term (construction) emissions.</p> <ul style="list-style-type: none"><li>• All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;</li><li>• Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;</li><li>• Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;</li><li>• All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;</li></ul>



Brookhurst Street/Adams Avenue  
Intersection Improvements Project EIR

<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<ul style="list-style-type: none"><li>• Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;</li><li>• Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer shall be used at truck exit routes;</li><li>• On-site vehicle speed shall be limited to 15 miles per hour;</li><li>• All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; and</li><li>• Reroute construction trucks away from congested streets or sensitive receptor areas.</li></ul>	A less than significant impact would result with regard to long-term (operational) air emissions.
<b>Long-Term (Operational) Air Emissions</b>  <i>Long-term operation of the proposed project would not result in significant air pollutant emissions impacts.</i>	No mitigation measures are required.	A less than significant impact would result with regard to consistency with regional plans.



Brookhurst Street/Adams Avenue  
Intersection Improvements Project EIR

<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
<b>CUMULATIVE IMPACTS</b>		
<b>Short-Term Cumulative Impacts</b>  Short-term construction activities associated with the proposed project and related cumulative projects would not result in significant short-term air quality impacts upon implementation of identified mitigation.	Refer to Mitigation Measure AQ-1.  No mitigation measures are required.	A less than significant cumulative impact would result with regard to short-term (construction) air emissions.
<b>Long-Term Cumulative Impacts</b>  Long-term operation of associated with the proposed project and related cumulative projects would not result in significant long-term air quality impacts.		
<b>Section 5.4 GREENHOUSE GAS EMISSIONS</b>		
<b>Greenhouse Gas Emissions</b>  Greenhouse gas emissions generated by the project would not have a significant impact on the environment.	No mitigation measures are required.	A less than significant impact would result with regard to greenhouse gas emissions.
<b>Consistency With Applicable GHG Plans, Policies or Regulations</b>	No mitigation measures are required.	A less than significant impact would result with regard to applicable GHG plans, policies, or regulations.
<b>Implementation of the proposed project could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</b>		
<b>CUMULATIVE IMPACTS</b>		
 Greenhouse gas emissions generated by the project would not have a significant impact on the environment or conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	No mitigation measures are required.	A less than significant cumulative impact would result with regard to greenhouse gas emissions.
<b>Section 5.5 NOISE</b>		
<b>Short-Term Construction Noise Impacts</b>  Grading and construction within the area would not result in significant temporary noise impacts to nearby noise sensitive receivers upon implementation of identified mitigation.	N-1  Prior to issuance of any Grading Permit, the City Engineer shall confirm that the project contractor provides evidence acceptable to demonstrate that the project complies with the following:	A less than significant impact would result with regard to short-term construction noise impacts.

ATTACHMENT NO. 1-10



<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
	<ul style="list-style-type: none"> <li>• Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.</li> <li>• Property owners and occupants located within 100 feet of the project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City Engineer, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.</li> <li>• If impact equipment (e.g., jack hammers, pavement breakers, and rock drills) is used during project construction, hydraulically or electric-powered equipment shall be used wherever feasible to avoid the noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used (a muffler can lower noise levels from the exhaust by up to about 10 dBA).</li> <li>• Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.</li> <li>• During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.</li> </ul>	

ATTACHMENT NO. 11



<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
<b>Construction-Related Vibration Impacts</b> <i>Grading and construction associated with the proposed project would not result in significant temporary vibration impacts to nearby sensitive receptors.</i>	<ul style="list-style-type: none"><li>Construction activities shall not take place outside of the allowable hours specified by the City's Municipal Code Section 8.40.090(d) (7:00 AM and 8:00 PM) on weekdays and Saturdays.</li></ul>	A less than significant impact would result with regard to construction-related vibration impacts.
<b>Long-Term (Mobile) Noise Impacts</b> <i>Implementation of the proposed project would not significantly increase traffic noise in the area.</i>	No mitigation measures are required.	A less than significant impact would result with regard to long-term (mobile) noise.
<b>Long-Term Stationary Noise Impacts</b> <i>The proposed project would not result in a significant increase in ambient noise levels.</i>	No mitigation measures are required.	A less than significant impact would result with regard to long-term (stationary) noise impacts.
<b>CUMULATIVE IMPACTS</b>		
<b>Short-Term Cumulative Impacts</b> <i>Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable construction noise impacts.</i>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to short-term noise.
<b>Long-Term Cumulative Impacts</b> <i>Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable long-term noise impacts.</i>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to long-term noise.
<b>Section 5.6 HAZARDS AND HAZARDOUS MATERIALS</b>		
<b>Existing Hazardous Materials</b> <i>Existing on-site hazardous materials would not result in an adverse impact to human health upon implementation of identified mitigation.</i>	HAZ-1	Prior to site disturbance, the City shall contact the Orange County Health Care Agency in order to inform the Agency that site disturbance activities will be conducted in the vicinity of 20001 Brookhurst Street (the former Shell Station), and 9971 Adams Avenue (the former Chevron Station). The City shall

ATTACHMENT NO. 1.12



Brookhurst Street/Adams Avenue  
Intersection Improvements Project EIR

IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p>HAZ-2</p> <p>Prior to issuance of a grading permit, the City shall submit a Worker Safety Plan for site disturbance/construction activities, in consultation with California Division of Occupational Safety and Health (Cal/OSHA) and the Huntington Beach Fire Department. The Worker Safety Plan shall include safety precautions (e.g., personal protective equipment or other precautions to be taken to minimize exposure to hazardous materials) to be taken by personnel when encountering potential hazardous materials, including potential contaminated soil/groundwater.</p> <p>HAZ-3</p> <p>If paint is separated from building materials (chemically or physically) during demolition of the block wall structure at 20011 Lawson Lane, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional. If lead-based paint is found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.</p> <p>HAZ-4</p> <p>Should construction activities result in the disturbance of traffic striping materials, the generated waste shall be disposed of at an appropriate, permitted disposal facility as determined by a lead specialist.</p>	

ATTACHMENT NO. 1.1 (3)



Brookhurst Street/Adams Avenue  
Intersection Improvements Project EIR

<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
HAZ-5	Prior to site disturbance, the contractor shall contact Dig Alert (Underground Service Alert of Southern California) in order to confirm the location of the existing petroleum pipelines, if any. If present, the contractor shall coordinate with the owner(s) of the existing petroleum pipelines in order to ensure that a rupture during disturbance activities does not occur.	
HAZ-6	Any transformer to be relocated/removed during site construction/demolition shall be conducted under the purview of the local electricity provider to identify proper-handling procedures regarding PCBs.	
HAZ-7	If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:	<ul style="list-style-type: none"><li>• Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;</li><li>• Notify the City Engineer and Fire Department of the City of Huntington Beach;</li><li>• Secure the area as directed by the City Engineer, and<ul style="list-style-type: none"><li>• Notify the Orange County Health Care Agency's Hazardous Materials Division's Hazardous Waste/Materials Coordinator (or other appropriate agency specified by the City Engineer). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.</li></ul></li></ul>
<b>EMERGENCY RESPONSE AND EVACUATION</b>	Refer to Mitigation Measure TR-1.	A less than significant impact would result with regard to emergency response and evacuation.

*Implementation of the project would not result in the impairment or interference with an emergency response plan or evacuation plan upon implementation of identified mitigation.*

ATTACHMENT NO. 14



Brookhurst Street/Adams Avenue  
Intersection Improvements Project EIR

<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
<b>CUMULATIVE IMPACTS</b>  <i>Development of the proposed project and other related cumulative projects would not result in cumulatively considerable hazards and hazardous materials impacts upon implementation of identified mitigation.</i>	Refer to Mitigation Measures HAZ-1 through HAZ-7.	A less than significant cumulative impact would result with regard to hazards and hazardous materials.



## 2.5 SUMMARY OF PROJECT ALTERNATIVES

In accordance with *CEQA Guidelines* Section 15126.6, this section describes a range of reasonable alternatives to the proposed project, which could feasibly attain most of the proposed project's basic objectives, but would avoid or substantially lessen significant effects of the proposed project. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives. Potential environmental impacts associated with the following alternatives are compared to impacts of the proposed project:

- “No Project” Alternative; and
- “Reduced ROW Alternative” Alternative.

However, in determining an appropriate range of alternatives to be evaluated in the EIR, three possible alternatives were considered but not carried forward for additional analysis, since they would not accomplish most of the basic objectives of the project or were considered infeasible.

An “Alternative Site” for this project would not be applicable as the necessary improvements are specific to the Brookhurst Street/Adams Avenue intersection per the MOU and the City’s *General Plan* Circulation Element. The selection of an alternative site would conflict with the primary objective of the project and would not carry forward the City’s responsibilities for the Brookhurst Street/Adams Avenue intersection under the MOU or provide for improvements identified in the Circulation Element. As such, this alternative has not been carried forward for further analysis.

The *Brookhurst Street and Adams Avenue Intersection Improvements, CC-1377 Project Report (Project Report)* (prepared by Harris & Associates, March 12, 2013) (included as Appendix 13.7, Project Report, of this EIR) prepared for the proposed project analyzed two build alternatives, including the proposed project (10-foot travel lanes) and a 12-foot travel lane scenario. As such, based on the *Project Report*, the 12-Foot Travel Lane Alternative consists of widening all four legs of the Brookhurst Street/Adams Avenue intersection to provide three through lanes (12-foot lanes) along Brookhurst Street in both northbound and southbound directions, dual left turn lanes on both eastbound and westbound Adams Avenue, dual right turn lanes on eastbound Adams Avenue, and one right turn lane on westbound Adams Avenue. The primary advantages of the 12-Foot Travel Lane Alternative are increased safety and vehicular driving comfort due to wider through lanes. However, the 12-Foot Travel Lane Alternative requires additional ROW acquisition from adjoining commercial and residential properties, a longer construction schedule, and would move travel lanes closer to existing sensitive receptors in the project vicinity. All of the impacts identified under the proposed project in relation to land use/planning, traffic, air quality, greenhouse gases, noise, and hazards/hazardous materials would still occur (most likely to a higher degree than the proposed project). Since this alternative would not have the capacity to reduce project-related impacts, it has not been carried forward for further analysis.

The Reduced Lane Width Alternative was considered as it would result in a smaller area of impact that would reduce the construction zone, minimize impacts to adjacent uses, and locate travel lanes further from adjacent sensitive receptors. This Alternative would include a similar range of improvements to the Brookhurst Street/Adams Avenue intersection, but with a reduced lane width of nine feet. Generally, nine-foot wide travel lanes are considered the minimum standard for vehicle



travel. Under this scenario, all design aspects of the project would remain the same with the exception of the reduced lane widths. The reduction in travel lane width would result in a corresponding reduction in the amount of ROW acquisition required from adjacent properties. The construction process and duration would generally remain the same. However, the City does not permit nine-foot wide travel lanes as they do not provide an adequate factor of safety. Both Brookhurst Street and Adams Avenue are major arterials that experience high levels of traffic, with buses and heavy trucks frequently utilizing the intersection. A nine-foot lane width would result in substantial traffic hazards during long-term operations. Thus, this Alternative is not considered feasible and has been rejected from further consideration.

The following is a description of each of the alternatives evaluated in Section 7.0, Alternatives to the Proposed Project.

## **“NO PROJECT” ALTERNATIVE**

Pursuant to *CEQA Guidelines* Section 15126.6(e)(2), the No Project Alternative must be analyzed within the EIR. The No Project Alternative should discuss what would be reasonably expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with available infrastructure and community services. In certain instances, the No Project Alternative means “no build” wherein the existing environmental setting is maintained. Thus, this Alternative assumes that no intersection improvements would occur, and that the intersection would remain in its existing condition.

## **“REDUCED ROW” ALTERNATIVE**

The Reduced ROW Alternative would include a similar range of improvements to the Brookhurst Street/Adams Avenue intersection, but with reduced ROW acquisition at the following locations:

- The westbound right-turn pocket along Adams Avenue (onto Brookhurst Street) would be reduced in length from approximately 400 feet under the proposed project to 210 feet under this Alternative. This reduction in right-turn pocket length would reduce the amount of ROW acquisition required at the Ralphs's property. Specifically, this Alternative would eliminate impacts to the Building E of the property (Comerica Bank, 10111 Adams Avenue), and no partial or full demolition of the structure would be required. The modified westbound right-turn pocket on Adams Avenue is depicted on Exhibit 7-1a, Reduced ROW Alternative; and
- The proposed sidewalk along the residential property at 20011 Lawson Lane would be reduced in width in order to eliminate the need to acquire ROW at this residential property. The existing block wall at 20011 Lawson Lane would remain in place. This narrowed ROW would reduce the proposed project's 8-foot sidewalk to 5.4 feet at this location; refer to Exhibit 7-1b, Reduced ROW Alternative for an illustration of this location. The vehicular travel way would remain unchanged from the proposed project and a narrowed sidewalk segment of 5.4 feet in width is acceptable under City standards.

All other aspects of this Alternative would remain the same as the proposed project. The Reduced ROW Alternative would be constructed using the same construction techniques and phasing. Only the two locations described above would vary from the proposed project.



## “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

Table 2-2, *Comparison of Alternatives to the Proposed Project*, summarizes the comparative analysis presented in Section 7.0, *Alternatives to the Proposed Project*. The No Project Alternative would avoid the project’s significant and unavoidable impact involving parking, as well as reduce the project’s noise and hazardous materials impacts. However, impacts pertaining to traffic, air quality, and GHG would be increased, as the intersection would operate at a deficient LOS and result in increased emissions.

The Reduced ROW Alternative would reduce more environmental impacts (air quality, GHG, noise, and hazards and hazardous materials), since the construction impact area would be slightly reduced in comparison to the project and impacts to structures would be eliminated, resulting in decreased short-term impacts. However, similar traffic and circulation and land use and relevant planning impacts would result compared to the proposed project and this alternative would not avoid the project’s significant and unavoidable parking impact, as parking space removal at the southeastern corner of the intersection would remain similar to the proposed project.

**Table 2-2**  
**Comparison of Alternatives to the Proposed Project**

Sections	No Project	Reduced Lane Width
Land Use and Relevant Planning	▼	=*
Traffic and Circulation	▲	=
Air Quality	▲	▼
Greenhouse Gas Emissions	▲	▼
Noise	▼	▼
Hazards and Hazardous Materials	▼	▼

▲ Indicates an impact that is greater than the proposed project (environmentally inferior).  
▼ Indicates an impact that is less than the proposed project (environmentally superior).  
= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).  
\* Indicates a significant and unavoidable impact remains.

Although the No Project Alternative would avoid the project’s significant and unavoidable land use impact, CEQA Guidelines Section 15126.6(e) states that “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Because the Reduced ROW Alternative would generally result in a reduction in impacts in comparison to the proposed project, it has been determined be the environmentally superior alternative, although the significant and unavoidable parking impact would remain. The Reduced ROW Alternative would accomplish the project objectives. Implementation of the Reduced ROW Alternative would improve the forecast operations at the intersection such that the LOS would operate at a LOS D or better. It would accomplish the improvements to the Brookhurst Street/Adams Avenue as planned for within the City’s *Circulation Element*, and would also satisfy the requirements set forth in the MOU, while incorporating a design and construction methodology that minimize impacts to surrounding residents and businesses.

ATTACHMENT NO. 2

DRAFT EIR NO. 13-001

NOT ATTACHED

AVAILABLE FOR REVIEW AT:

CITY WEBSITE

<http://www.surfcity-hb.org/>

Government/Departments/Planning/Environmentalreports.cfm

AND

City of Huntington Beach Central Library, Banning Branch Library  
and Department of Planning and Building